National shippers'
conference, Chicago, 1919
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BY THE

National Shippers' Conference

TO THE

Joint Conference Committee of the Congress of the United States

Having under consideration

Pending Railroad Legislation

BARNARD & MILLER PRINT, CHICAGO.

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ORGANIZATION

of the

NATIONAL SHIPPERS CONFERENCE

Held at

CONGRESS HOTEL, CHICAGO, ILLINOIS,

December 30, 1919.

Hon. S. H. COWAN, Chairman — J. G. BARBOUR, Vice-Chairman

JOHN A. RONAN, Secretary

COMMITTEE ON NOMINATIONS.

EDWARD F. KEEFER — MILLARD R. MYERS

RALPH MERRIAM

CREDENTIALS COMMITTEE

GRADDY CARY — FRANCIS B. JAMES

H. B. PRICE — WILSON COMPTON

E. E. GRANT

Official Reporter—Neil Satterlee, 1101 Ashland Block, Chicago

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FOREWORD.

A national conferance of shippers was held at Chicago on December 30, 1919, for the purpose of considering the railroad legislation now pending before Congress, and to express if possible a few propositions upon which the shippers of the United States were united.

The conference was probably the most representative gathering of shippers throughout the United States which has ever been held.

Representatives of organizations having a combined membership of more than one million shippers handling live stock, packing house products, coal, grain, grain products, lumber, lumber products, petroleum, petroleum products, furniture, brick, dairy products, fruits, vegetables, hardware, and various other commodities aggregating more than 75% of the tonnage of the coutry were assembled in this meeting.

Representatives from the following cities were registered as members of the conference:

New York City, Chicago, Philadelphia, Washington, D. C., Columbus, Ohio, Pittsburgh, Pa., Cleveland, Ohio, Buffalo, N. Y., Toledo, Ohio, Canton, Ohio, Cincinnati, Ohio, Louisville, Kentucky, St. Louis, Missouri, Monticello, Ill., Pontiac, Ill., Peoria, Ill., Oswego, Ill., Bloomington, Ill., Kewanee, Ill., Bement, Ill., Galva, Ill., Delevan, Ill., East St. Louis, Ill., Jackson, Mich., Detroit, Michigan, Grand Rapids, Michigan, Frankport, Indiana, Chalmers, Indiana, Terre Haute, Ind., Lawrenceville, Kentucky, Jacksonville, Florida, Monroe, Louisiana, Longmont, Colo., Fort Worth, Texas, Little Rock, Ark.,

Madison, Wisc., Milwaukee, Wisc., Kenosha, Wisc., Thompson, No. Dak., Ida Grove, Iowa, Marcus, Iowa, Hutchinson, Kansas, Topeka, Kansas, Sioux Falls, So. Dak., Benson, Minn., Minneapolis, Minn., St. Paul, Minn., Omaha, Nebraska, and Oklahoma City, Okla.

The following organizations were represented:

MANUFACTURERS AND DISTRIBUTERS.

NATIONAL IMPLEMENT & VEHICLE ASSOCIATION,
MILLERS NATIONAL FEDERATION,
WESTERN PETROLEUM REFINERS ASSOCIATION,
AMERICAN INDEPENDENT PETROLEUM ASSOCIATION,
NATIONAL PETROLEUM ASSOCIATION,
INDEPENDANT OIL MENS ASSOCIATION,
THE ASSOCIATED COOPERAGE INDUSTRIES OF AMERICA,
THE NATIONAL PAVING BRICK MANUFACTURERS ASSOCIATION,
THE AMERICAN FACE BRICK ASSOCIATION,
THE HOLLOW BUILDING TILE ASSOCIATION,
PAINT MANUFACTURERS ASSOCIATION OF THE UNITED STATES,
NATIONAL VARNISH MANUFACTURERS ASSOCIATION,
NATIONAL CONFECTIONERS ASSOCIATION,
PAINT, OIL & VARNISH CLUB OF PHILADELPHIA, PA.,
EAST SIDE MANUFACTURERS ASSOCIATION OF EAST ST. LOUIS,
JOHN LUCAS & CO. INC.,
NATIONAL MACARONI MANUFACTURERS ASSOCIATION,
WHOLESALE SASH & DOOR ASSOCIATION,
SHIPPING BREWERS TRAFFIC COMMITTEE,
NATIONAL FIRE PROOFING CO.,
AMERICAN FRUIT & VEGETABLE SHIPPERS ASSOCIATION,
NATIONAL PIANO BENCH & STOOL ASSOCIATION,
CENTRAL BUREAU DINING TABLE MANUFACTURERS,

Plywood Manufacturers Association,
National Association Piano Bench Manufacturers,
Casket Manufacturers Association of America,
Interstate Cotton Seed Crushers Association,
National Lumber Manufacturers Association,
National Wholesale Lumber Dealers Association,
American Hardware Manufacturers Association,
American Furniture Manufacturers Association,
Rockford Manufacturers & Shippers Association,
Furniture Manufacturers Association,
Morris & Company,
The Cudahy Packing Company,
Swift & Company,
Wilson & Company, Inc.,
National Poultry, Butter & Egg Association,
Live Poultry & Dairy Shippers Traffic Association,
Western Pine Association,
Northern Pine Association,
Edward Hines Lumber Company,
Durand & Kasper Company,
The Fairbanks Company,
Southwestern Millers League,
Kansas Egg Shippers Association,
Topeka Traffic Association,
Inland Steel Company,
Chicago Piano Manufacturers Association,
American Seating Company,
Eagle Picher Lead Co.,
C. F. Pease Company,
Big Creek Colliery Company,
Indian Packing Corporation,
Toledo Commerce Club,
Carnaton Milk Products Company,
American Radiator Company,

Sinclair Refining Company,
Cedar Rapids Chamber of Commerce,
The Simmons Company,
Independant Salt Manufacturers,
Steel Barrell Manufacturers Association,
Southwestern Industrial Traffic League,
Little Rock Board of Commerce,
Louisville Board of Trade,
Jaques Manufacturing Company,
N. R. Allen's Sons Company,
Walworth Manufacturing Company,
Larkin Company,
Buffalo Chamber of Commerce,
The Benfer Company,
The Galion Iron Works & Manufacturing Company,
Reid Murdoch & Company,
Wholesale Grocers Exchange of Chicago,
Lowell Hoit & Company,
Chicago Furniture Manufacturers Association,
National Traffic Service Association,
Wisconsin Traffic Association,
Southern Traffic League,
Georgia-Florida Saw Mill Association,
Chamber of Commerce, Jackson, Michigan,
Michigan Hay & Grain Association,
Peoria Association of Commerce,
Monroe Chamber of Commerce,
Wisconsin Traffic League,
Oklahoma Traffic Association,
Oklahoma City Chamber of Commerce,
Oklahoma City Jobbers & Manufacturers Association,
Oklahoma Industrial Traffic League,
Peoria Board of Trade,

South Bend Chamber of Commerce,
The Container Club,
Chicago Board of Trade,
Northern Pine Manufacturers Association,
Shevlin, Carpenter & Clarke Company,
William Wrigley Jr. Company,
Stein-Hall Manufacturing Company,
Cutler Magner Company,
Acme Steel Goods Company,

Producers.

National Live Stock Shippers League,
National Council of Farmers Cooperative Associations,
Grain Dealers National Association,
American Farm Bureau Federation,
American National Live Stock Association,
American Mining Congress,
National Coal Association,
Illinois Coal Traffic Bureau,
Indiana Coal Trade Bureau,
Knox County Coal Operators Association,
Southern Indiana Coal Bureau,
Fort Worth Chamber of Commerce,
West Texas Chamber of Commerce,
Texas Live Stock Shippers League,
Corn Belt Meat Producers Association,
National Federation of Cooperative Live Stock Shippers,
National Live Stock Exchange,
Louisville Live Stock Exchange,
Bourbon Stock Yards Company,
Evansville Union Stock Yard Company,
Farmers Grain Dealers Association of Nebraska,

Indiana State Farmers Grain Dealers,
Colorado State Cooperative Association,
Farmers Grain Association of North Dakota,
Farmers Grain Dealers Association of South Dakota,
Kewanee Farmers Elevator Company,
Pontiac Farmers Grain Company,
Oswego Farmers Grain Company,
Farmers Grain Dealers Association of Illinois,
Farmers Grain Company, Rensselaer, Ind.,
Farmers Grain Company, Dalton City, Ill.,
Farmers Elevator Company, Manteno, Ill.,
The Bement Grain Company, Bement, Ill.,
Farmers Grain Dealers Association of Kansas,
Educational Department of the Farmers Cooperative Elevator Movement,
Illinois Live Stock Association,
Indiana State Farmers Grain Dealers,
Farmers Grain Dealers Association of Minnesota,
Cincinnati Live Stock Exchange,
Chicago Live Stock Exchange,
Ohio Macadam Association,
National Agricultural Limestone Association,
Salt Producers Association,
Silica Sand Producers Association,
Rock Products Traffic League,
California Citrus League,

The conference was organized by electing the following officers:

Hon. S. H. Cowan, of Ft. Worth, Texas, *Chairman.*
James G. Barbour, of Canton, Ohio, *Vice-Chairman.*
John A. Ronan, of Chicago, *Secretary.*

Those appearing for each industry were invited to name members of the legislative committee which was

authorized to prepare a memorial to be addressed to the Joint Conference Committee of the Senate and House, having under consideration H. R. 10453. A committee of twenty-nine was selected in this manner, composed of the following gentlemen:

THE LEGISLATIVE COMMITTEE.

CLIFFORD THORNE, *National Live Stock Shippers League, Western Petroleum Refiners Association, American Independent Petroleum Association, National Council Co-operative Elevator Associations, Corn Belt Meat Producers Association.*
Chairman.

J. G. BARBOUR, *National Paving Brick Manufacturers Association, American Face Brick Association, Hollow Building Tile Association;*

C. S. BATHER, *American Furniture Manufacturers Association, Rockford Manufacturers & Shippers Association;*

L. C. BOYLE, *Representing the lumber industry;*

GRADDY CARY, *National Live Stock Shippers League;*

J. F. CALLBREATH, *The American Mining Congress;*

S. H. COWAN, *National Live Stock Shippers League, American National Live Stock Association, Fort Worth Chamber of Commerce, West Texas Chamber of Commerce, Texas Live Stock Shippers League;*

FAYETTE B. DOW, *National Petroleum Association, Western Petroleum Refiners Associations;*

H. D. DRISCOLL, *Oklahoma Traffic Association, Oklahoma City Chamber of Commerce, Oklahoma City Jobbers & Manufacturers Association, Oklahoma Industrial Traffic League;*

CHARLES E. ELMQUIST, *Western Pine Association, Northern Pine Association;*

H. J. FERNANDEZ, *Monroe Chamber of Commerce, Monroe, Louisiana;*

WALTER E. GARDNER, *Southern Traffic League, Georgia-Florida Saw Mill Association;*

C. R. Hillyer, *Chicago Live Stock Exchange, National Live Stock Exchange;*

Francis B. James, *The National Paving Brick Manufacturers Association, The American Face Brick Manufacturing Association, The National Hollow Building Tile Manufacturers Association;*

V. W. Krafft, *The Associated Cooperage Industries of America;*

William E. Lamb, *California Citrus League, National Coal Association;*

Ralph Merriam, *Western Petroleum Refiners Association, National Confectioners Association;*

A. L. Osborn, *National Lumber Manufacturers Association;*

H. R. Park, *Chicago Live Stock Exchange;*

B. W. Redfearn, *Live Poultry & Dairy Shippers Traffic Association;*

John D. Reynolds, *American Independent Petroleum Association;*

R. E. Riley, *Silica Sand Producers Association, Rock Products Traffic League;*

John A. Ronan, *National Pickle Packers, Kraut Dealers of America, National Onion Set Growers of America;*

J. W. Shorthill, *National Council of Farmers Cooperative Assoications;*

A. Sykes, *Corn Belt Meat Producers Association;*

W. J. Tomkins, *Independent Salt Manufacturers, Steel Barrel Manufacturers Association;*

R. A. P. Walker, *Interstate Cotton Seed Crushers Association;*

Dixon C. Williams, *American Hardware Manufacturers Association;*

G. J. Vizard, *Southwestern Industrial Traffic League, Little Rock Board of Commerce.*

Nine resolutions concerning railroad legislation were unanimously adopted by the legislative committee, and approved in their entirety by the conference itself. These propositions are reproduced on the subsequent pages of this document.

At the close of the meeting the legislative committee was authorized to prepare a statement concerning these propositions and to submit the same in the form of a memorial to the Joint Conference Committee on behalf of the organizations represented at the National Shippers Conference.

MEMORIAL OF THE NATIONAL SHIPPERS CONFERENCE.

To the Honorable Albert B. Cummins,
Miles Poindexter, Atlee Pomerene,
Joseph T. Robinson, Frank B. Kellogg,

John J. Esch, Edward L. Hamilton,
Samuel E. Winslow, Thetus W. Sims,
Alben W. Barkley—

Of the Joint Conference Committee having under consideration H. R. 10453, providing for the Termination of Federal Control of Railroads, and for other purposes,

Gentlemen:

On behalf of the National Shippers Conference, held at Chicago, on the thirtieth day of December, in the year nineteen hundred ninteen, we respectfully present the following propositions relating to railroad legislation now pending, and being considered by your joint committee:

I. WE ARE OPPOSED TO THE CREATION OF A TRANSPORTATION BOARD.

A new commission to be known as the Transportation Board is proposed in the Cummins Bill.[1] It is contemplated by the said measure that this new tribunal shall take over a number of the functions of the Interstate Commerce Commission in relation to the control over public service; and that it shall further invade the province of the Interstate Commerce Commission in the establishment of reasonable rates by making public recommendations in rate advance cases without the necessity of conducting any public hearing in regard to the same. Such procedure will only serve to embarrass the fair, unprejudiced determination of the issues by any other federal tribunal.

The creation of an additional federal board of this character is wholly unnecessary and will serve to create confusion and discord in the regulation of our common carriers.

The Interstate Commerce Commission merits the continued confidence, support and respect of the people of

(1) H. R. 10453, as amended in the Senate, is referred to as the Cummins Bill, to distinguish it from the Esch Bill which was passed by the House of Representatives.

the United States; and its powers should remain unabated, and should be added to, so as to enable it to effectually deal with our national transportation problems.

It has been stated that the Interstate Commerce Commission is overburdened with work. Such statements are not true; but if they were correct, the proper method of improving the situation would not be the creation of another commission or any other tribunal having similar powers. Whenever the time does come that the Commission is unable to properly function because of the volume of its work, subordinate commissions or boards can be created, or additional facilities granted, which will properly care for the situation.

All powers of federal regulation should be centered in the Interstate Commerce Commission. In over 30 years of practical experience the Commission has acquired a thorough knowledge of traffic and transportation conditions, evolved clear, comprehensive and tested standards and principles, and developed safe and orderly methods of procedure.

For the foregoing reasons we earnestly oppose the creation of a Transportation Board. To divide authority between the Interstate Commerce Commission and such a board would invite conflict, weaken responsibility and seriously impair efficiency.

II. WE OPPOSE ANY FORM OF A PERMANENT GUARANTY OF RETURNS, AS PROVIDED IN THE CUMMINS BILL, OR OTHERWISE; BUT WE DO NOT OBJECT TO A CONTINUATION OF THE STANDARD RETURN PROVIDED IN THE RAILROAD CONTROL LAW APPROVED MARCH 21, 1918, FOR SUCH A REASONABLE TIME AS MAY BE FOUND NECESSARY DURING THE PRESENT TRANSITION PERIOD.

The Cummins Bill creates the equivalent of a government guaranty of five and one-half or six per cent. to the railway companies, upon the aggregate value of their properties. We do not know what the Supreme Court will ultimately say about many fundamental valuation questions; but we do know that the railway attorneys interpret the former decisions of the courts as entitling them to a return on the present cost of reproduction, including development cost, or going value. Six per cent. on the cost of reproducing our entire railroad transportation system with the present high prices on labor and materials would be prohibitive. And yet it is proposed that we shall guarantee the railroad security holders a five and one-half or six per cent. return upon such values.

Five and a half or six per cent. may be a modest return in a private industry; but it is a large return on securities guaranteed by the United States Government.

There are few industries in America that are earning 6 per cent. net, above all expenses and all taxes, upon the *present value* of the entire property involved in such

industries, including the rich and poor, the strong and weak, aggregated in one grand total, and using present prices in the determination of that value. There are no such industries that are protected by a minimum guaranty of that character made by the Government of the United States.

A guarantee of 6 per cent. on the book value or so-called "property investment" of our railroads would compel an increase in the present "standard return" of more than one hundred and fifty million dollars annually. At a time when we are condemning other industries for any attempt to increase their charges, and when we are asking labor to refrain from demanding wage increases, it is proposed that we shall add to the war time revenues of the railroads by more than one hundred and fifty millions—and this is not to go into better cars, and better engines, and better roadbeds; but it is to go to the security holders, for it is an increase in the net over and above all expenses.

Guaranteed returns of a fixed amount to any private industry, with limitations upon earnings over and above a definite figure, removes a powerful incentive for personal initiative. It is economically unsound and socialistic in character; and such provisions should be eliminated from the measure.

III. WE OPPOSE THE APPROPRIATION BY THE GOVERNMENT OF THE SURPLUS EARNINGS, AND WE OPPOSE LIMITATIONS UPON THE EARNINGS OF ANY RAILWAY COMPANY AS PROVIDED IN THE CUMMINS BILL.

The Cummins Bill proposes that the Government may take over a portion of the earnings of any railway company in excess of a certain fixed maximum.

Fixed limitations upon the earnings of the more efficient, or appropriating a portion of the profits of the more successful, without taking any portion of the revenues of other companies operating under the same schedule of rates would be an anomaly in the government regulation of public service corporations. We believe it would be a mistake to penalize efficiency in this manner.

Taking away a part of the actual net earnings of a carrier secured through the exaction of rates that are established by government authority, and are at all times subject to government control, net earnings that exceed those of other carriers in the same territory because of greater efficiency, would seem to be an unwarranted exercise of regulatory power, if not unconstitutional in character.

IV. WE OPPOSE THE COMPULSORY CONSOLIDATION OF RAILROADS, THE SCHEME OF RATE MAKING GROUPS, THE STANDARDIZATION OF EARNINGS THEREIN, AND THE FEDERAL INCORPORATION OF RAILROADS, AS PROVIDED IN THE CUMMINS BILL.

The provisions of the Cummins Bill which contemplate the compulsory consolidation of the carriers into twenty or thirty-five systems, and the division of the country into rate districts or zones, are politically and economically unsound.

If we compel the railroads to consolidate, and then guarantee their earnings, such a thing as competition in service will be demoralized.

While there may be constitutional authority for requiring a railway company to sell its property under such form of legislation as would constitute a declaration of public necessity for a certain form of public use, safeguarded by necessary provisions as to procedure and compensation, yet there is grave doubt whether the provisions of the constitution would permit Congress to require a carrier engaged in the public service to purchase the property of another carrier, and this would be true regardless of any devious method resorted to in order to bring about that result. The substance and not the form would control.

A strong line operating in two rate districts might under the compulsory consolidation scheme be required to

divide itself into several parts, and its service efficiency very seriously impaired. The creation of railroad systems by fiat of government, severing this property from its former connections, and compelling that consolidation in order to bring about a dead level or average for all systems within the fixed boundaries of certain rate zones; all this would be arbitrary and artificial in the highest degree; and, in our judgment, it would be theoretical, visionary, impractical, unwise and a wholly unjustified disturbance of the established business relationships of the country.

V. WE BELIEVE IN RETAINING THE UNIMPAIRED AUTHORITY OF THE STATES OVER THE SUBJECT OF RATES AND SERVICE APPLICABLE TO STATE TRAFFIC, AS THE SAME EXISTED PRIOR TO FEDERAL CONTROL.

The state commission is just as essential to the legitimate protection of the public interests as is the continued existence of the state legislature and of the state courts. Those actively engaged in the commerce practice are keenly aware of the tremendous value of the state commission within its field.

The functions of the state governments have been recognized by the Constitution and confirmed in a long series of decisions by the Supreme Court of the United States. The balance of power established in our dual

system of government was one of the greatest achievements of those who framed our Constitution.

The combination of a strong central government with the local self-government of the states has been wise. It has compelled peace among the states, protected us from foreign powers; and, at the same time, it has kept the government down close to the just needs and requirements of the people. Any movement which tends toward too much centralization is just as dangerous to our federal system of government as a tendency toward too much decentralization. Those who seek to bring about either result are enemies to the American plan of government.

This is not a time to disturb that relationship. Nor is it wise to reopen the question and precipitate another extended period of litigation and uncertainty.

On behalf of the shippers of the country we earnestly recommend the immediate restoration of pre-war conditions by repealing those sections of the Federal Control Law which attempt to restrict and to interfere with the powers of the states; such legislation was enacted to meet a war emergency that has now passed.

VI. WE ARE IN FAVOR OF THE PASSAGE OF LEGISLATION WHICH WILL PROVIDE FOR THE RETURN OF THE RAILROADS TO THEIR OWNERS AS QUICKLY AS POSSIBLE, AND WHICH WILL PERMIT OPERATION BY THE SAID OWNERS.

This proposition needs no argument. The government is committed to that policy.

VII. WE ARE OPPOSED TO THE POOLING OF THE EARNINGS OF OUR COMMON CARRIERS.

Permissive pooling of the facilities belonging to railway companies with proper provision for compensation to the owners thereof may be necessary and wise; but pooling earnings will inevitably destroy competition in service, and is not in the public interest.

VIII. THE PUBLIC, BEING WHOLLY DEPENDENT UPON THE DAILY, UNINTERRUPTED, CONTINUOUS OPERATION OF OUR COMMON CARRIERS, WE ARE IN FAVOR OF THE ENACTMENT OF LEGISLATION THAT WILL EFFECTUALLY PREVENT THE CATASTROPHE THAT WOULD FOLLOW A GENERAL RAILROAD STRIKE, AND WHICH LEGISLATION WILL AT THE SAME TIME FULLY RECOGNIZE THE JUST RIGHTS OF THE LABORER AND ALL OTHER PARTIES IN INTEREST.

The labor situation presents one of the grave problems of our generation. We will not presume to make specific recommendations. We fully appreciate the necessity for the most farsighted and courageous statesmanship in dealing with this issue.

IX. WE FAVOR LEGISLATION WHICH WILL DIRECT THE INTERSTATE COMMERCE COMMISSION TO INVESTIGATE THE RAIL AND WATER TRANSPORTATION FACILITIES OF THE UNITED STATES, WITH THE VIEW OF MAKING SUCH RECOMMENDATIONS TO CONGRESS AS MAY BE DEEMED ADVISABLE FOR THE FURTHER DEVELOPMENT OR UNIFICATION OF THE SAME.

No comprehensive study has been made by the United States respecting the rail and water transportation facilities of the whole country, and the possibility of, and the means by which, the rail and water carriers may be encouraged, developed and co-ordinated. Each transportation agency has developed under competitive conditions. Little thought has been given by the promoters to the benefits which would flow to the nation if these systems could be harmonized. The demands of commerce seem to have greatly exceeded our combined rail and water facilities, and the time has come when the nation, in the interest of all the people, should make a thorough study of the subject.

It is not necessary or advisable to create a new board for this purpose. The Interstate Commerce Commission has the capacity, experience and facilities for making this investigation, and the people will have confidence in the conclusions which may be reached by that board.

Return to Normal.

The epoch making events of the past few years, the changes in government, the strikes and industrial disturbances at home and abroad, the organization, maintenance and discharge of huge armies, the stupendous war activities and their sudden cessation, have all served to unsettle commercial conditions. The greatest need today is the restoration of normal peace activities under the settled well established conditions prevailing in the past.

Our system of railroad regulation as it existed prior to the recent war was the product of a generation of development by the trial of cases before various tribunals, and by the enactment of legislation from year to year, resulting in the gradual evolution of a system which protected the just rights of both the shippers and the carriers. We want these pre-war conditions restored at the earliest possible moment, without any more experiments or revolutionary changes. And after that has been accomplished, Congress and the public can then give consideration again to the gradual normal improvement of our regulatory system as has been done in the past.

We, as representatives of the shippers of the country, are united in urging Congress to immediately restore the powers of the commissions and of the courts, both state and federal, over our common carriers, substantially as they existed prior to the war.

Respectfully submitted,

CLIFFORD THORNE,
Chairman.
JAMES G. BARBOUR,
C. S. BATHER,
L. C. BOYLE,
GRADDY CARY,
J. F. CALLBREATH,
S. H. COWAN,
FAYETTE B. DOW,
C. E. ELMQUIST,
H. J. FERNANDEZ,
W. E. GARDNER,
C. R. HILLYER,
FRANCIS B. JAMES,
V. W. KRAFFT,
W. E. LAMB,
RALPH MERRIAM,
A. L. OSBORNE,
H. R. PARK,
B. W. REDFEARN,
JOHN D. REYNOLDS,
RALPH E. RILEY,
J. A. RONAN,
J. W. SHORTHILL,
A. SYKES,
W. J. TOMKINS,
R. A. P. WALKER,
D. C. WILLIAMS,
G. J. VIZARD,
Legislative Committee of the National Shippers Conference.

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